

## CITY OF ABERDEEN: PLANS, POLICIES, & PROJECTS

### SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN, 2006 - 2012

*Downtown sidewalks – Wishkah Street: Wishkah Bridge to “K” Street - \$1.03 million*  
Street widening, sidewalks, lighting. Planned, not currently funded.

*Downtown sidewalks – Heron Street: Wishkah Bridge to K Street - \$1.03 million*  
Street widening, sidewalks, lighting. Planned, not currently funded.

*Sumner Street Phase III – Sumner (US 101), Williams to Myrtle - \$130,000*  
Sidewalks, drainage. Planned, not currently funded.

*Heron Street Bridge walkway – F to Kansas Street - \$550,000*  
Modify bridge to provide walkway. Planned, not currently funded.

*Chehalis/SR 12 Intersection – SR 12, Harbor to Chehalis Street - \$500,000*  
Realignment and channelization. Planned, not currently funded.

*Oak Street Signal – Simpson (US 101) and Oak Streets - \$150,000*  
Signalization. Planned, not currently funded.

*State Street – Monroe to Park - \$373,000*  
Widening, drainage, sidewalks, surfacing. Planned, not currently funded.

*Myrtle Street – Sumner (US 101) to Port Industrial Road - \$888,000*  
Joint project with Port of Grays Harbor and Hoquiam. Planned, not currently funded.

*Junction City Intersection – Hagara Street (E Sargent Blvd.) and SR 12 - \$1.6 million*  
Channelization and signalization. Planned, not currently funded.

### COMPREHENSIVE DEVELOPMENT PLAN, 2001

- Truck route should be along State Street to Port Industrial Road east-west corridor in the vicinity of the railroad right of way. Final location consistent with WSDOT's SR 101 Feasibility Report: SR 12 to SR 109 Hoquiam/Aberdeen, Washington.
- Access should be limited on arterials and collector streets to maintain traffic capacity.
- City and WSDOT should plan, design, secure funding and construct projects which address roadway curvature problems at North Alder Street at Sumner Avenue, Simpson Avenue at North Park Street, and West Curtis Street at North West Boulevard.

- Construct pedestrian facilities along state routes and within right of ways that serve as connectors between school sites and the state routes.
- Sign bicycle routes.
- Improve streets to remove hazards to bicycle use wherever possible.
- The city should encourage the Transit Authority to continue installation of benches and shelters at high use bus stop locations. Bus pullouts should be incorporated into road design as existing streets area reconstructed and new streets built to improve traffic operation and safety.
- Comprehensive plan should be consistent with the City's Six Year Street Plan (STIP).